Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of June 6, 2011

Incident duration:	131 days
Personnel Currently Assigned	53 response contractors, federal & state
Injuries	0
Total oil water mixture recovered to date	1.7 million gallons*
Total steel removed	2.5 million pounds
Oiled debris disposed of	468,720 pounds
Asbestos removed	4,850 pounds
Samples analyzed to date (e.g. water, oil sediment)	169
Obligated costs to date (including coffer dam construction)	$13.97 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

OPERATIONS UPDATE – June 7, 2011

The first section of double-bottom tanks from the floating stern section was removed on Tuesday (see photo gallery). The removal of this section of the stern was made after the last remaining sections of the machinery space bulkhead were cut off and lifted to the cleaning barge Reedsport. More than 100,000 pounds of steel was removed from the Davy Crockett on Tuesday bringing the overall project total to 2.6 million pounds.

Divers made a total of six dives and continued prepping the next section of submerged double-bottom tanks from cargo hold #2 for removal.

Workers also continued hand cleaning of thick bunker oil out of double-bottom tanks under cargo hold #5 of the stern section (see photo gallery).

RIVER LEVEL STATUS

The Columbia River at Camas is running high due to spring snow melt and runoff from rainfall. The river level has reached the 20-foot level at the work site and continues to over-top the cofferdam in several areas. The cofferdam remains structurally sound and no reinforcement is required. The impermeable oil and silt barrier has been repositioned to ensure that any oil released during work on the Davy Crockett is contained. No tar balls or oil sheen have been observed outside the oil and silt barrier or downstream from the work site.

Because high water is expected to continue and likely rise even higher during the next few weeks, the Davy Crockett Unified Command is monitoring river levels very closely in coordination with NOAA's Northwest River Forecast Center, U.S. Army Corps of Engineers and the Port of Camas-Washougal.

ENVIRONMENTAL PROTECTION

All activities involving the destruction and removal of the Davy Crockett are designed to minimize environmental impacts. The impermeable oil and silt barrier inside the metal cofferdam along with sorbent oil collection booms have prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work site. Oil containment boom is deployed outside the cofferdam as a preventative measure in case there is a release of oil from the work site. Additional on-water oil recovery resources and oil containment boom are staged nearby as further protection.

Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution. After the Davy Crockett is removed, sediment samples will be collected inside the cofferdam to determine if sediment cleanup is needed before the cofferdam is removed.

Water and residual oil that is generated from pumping out holds and tanks of the Davy Crockett, plus wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges is put through an on-site water filtration system. The 1.1 million gallon capacity (28,000 barrels) Foss Maritime Barge 248 P2 is storing this filtered wastewater pending final disposal through the city of Portland's wastewater treatment system.

The Washington Department of Ecology has taken responsibility for the cost of the contracted wastewater storage barge and disposal of the estimated 750,000 gallons of filtered wastewater that will be generated during the rest of the project. Ecology decided to take this action rather than agree to the discharge of filtered water directly back into the river, an option preferred by the Coast Guard. While the Coast Guard has consistently maintained environmental protection as a priority, Ecology determined that storing this filtered wastewater and delivering it to an upland treatment system provided the highest level of protection of the river and is consistent with Washington State water quality program requirements.

DAVY CROCKETT HISTORY

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html